

## Commercial.

## THIS DAY.

There is nothing to report from the Share Market to-day, the usual monthly settlements occupying the sole attention of those interested in share business.

## SHARES.

Hongkong and Shanghai Bank—New issue, ex. div. 187 per cent. premium.  
Union Insurance Society of Canton—\$625 per share, buyers.  
China Traders' Insurance Company—\$2,600 per share, sellers.  
North China Insurance—Tls. 1,400 per share, sellers.  
Canton Insurance Company, Limited—\$115 per share.  
Yangtze Insurance Association—Tls. 1050 per share.  
Chinese Insurance Company—\$225 per share, sellers.  
On Tai Insurance Company, Limited—Tls. 150 per share.  
Hongkong Fire Insurance Company—\$340 per share, buyers.  
China Fire Insurance Company—\$370 per share.  
Hongkong and Whampoa Dock Company—57 per cent. premium, sellers.  
Hongkong, Canton, and Macao Steamboat Co.—\$50 per share, premium, ex. div.  
China and Manila Steam Ship Company—120 per share.  
Hongkong Gas Company—\$80 per share.  
Hongkong Hotel Company—\$175 per share.  
Indo-China Steam Navigation Company, Limited—15 per cent. dis., sellers.  
China Sugar Refining Company, Limited—\$158 per share, sellers.  
China Sugar Refining Company (Debtures)—2 per cent. premium.  
Lusong Sugar Refining Company, Limited—\$80 per share, sellers.  
Hongkong Ice Company—\$160 per share, sellers.  
Hongkong and China Bakery Company, Limited—\$80 per share, buyers.  
Chinese Imperial Loan of 1878—14 per cent. prem. ex. int.  
Chinese Imperial Loan of 1881—2 per cent. prem.

## EXCHANGE.

ON LONDON.—Bank, T. T. .... 3/7  
Bank Bills, on demand ..... 3/7  
Bank Bills, at 30 days' sight ..... 3/8  
Bank Bills, at 4 months' sight ..... 3/8  
Credits, at 4 months' sight ..... 3/8  
Documentary Bills, at 4 months' sight ..... 3/8 @ 3/8  
ON PARIS.—Bank, T. T. .... 462  
Bank Bills, on demand ..... 462  
Credits, at 4 months' sight ..... 462  
ON BOMBAY.—Bank, T. T. .... 233  
ON CALCUTTA.—Bank, T. T. .... 224  
On Demand ..... 224  
ON SHANGHAI.—Bank, T. T. .... 721  
Private, 30 days' sight ..... 731

## OPIMUM MARKET—THIS DAY.

NEW MALWA ..... per picul, \$535  
(Allowance, Taels 12)  
OLD MALWA ..... per picul, \$575  
(Allowance, Taels 16)  
NEW PATNA (without choice) per chest, \$592  
NEW PATNA (first choice) per chest, \$594  
NEW PATNA (second choice) per chest, \$591  
NEW PATNA (bottom) per chest, \$600  
OLD PATNA (without choice) per chest, \$605  
BENARES (without choice) per chest, \$602  
BENARES (bottom) per chest, \$605  
NEW PERSIAN (best quality) per picul, \$555  
OLD PERSIAN (best quality) per picul, \$435  
OLD PERSIAN (second quality) per picul, \$365

## HONGKONG TEMPERATURE.

(From Messrs. FALCONER &amp; Co.'s Registers).

(FROM MIAMI, FLORIDA, TO CO'S HEADQUARTERS)			
TALLAHASSEE, FLORIDA.			
Barometer—F.M.	.....	80	58
Barometer—A.M.	.....	80	59
Thermometer—F.M.	.....	82	84
Thermometer—A.M.	.....	80	80
Thermometer—F.M. (Wet bulb)	.....	78	78
Thermometer—A.M. (Wet bulb)	.....	78	78
Thermometer—Minimum (over night)	.....	78	78
To-Day.			
Barometer—A.M.	.....	80	58
Barometer—F.M.	.....	80	59
Thermometer—A.M.	.....	80	80
Thermometer—F.M.	.....	80	80
Thermometer—A.M. (Wet bulb)	.....	77	77
Thermometer—F.M. (Wet bulb)	.....	77	77
Thermometer—Maximum	.....	83	83
Thermometer—Minimum (over night)	.....	78	78

## CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

Barometer	Wind	Force	Direction	Clouds	Sea	Temp.	Humidity	Pressure
29.98	SE	1	SE	1	1	82	78	78
29.98	SE	1	SE	1	1	82	78	78
29.98	SE	1	SE	1	1	82	78	78
29.98	SE	1	SE	1	1	82	78	78
29.98	SE	1	SE	1	1	82	78	78
29.98	SE	1	SE	1	1	82	78	78
29.98	SE	1	SE	1	1	82	78	78
29.98	SE	1	SE	1	1	82	78	78
29.98	SE	1	SE	1	1	82	78	78
29.98	SE	1	SE	1	1	82	78	78

Barometer, level of the sea in inches, tenths and hundredths.—Thermometer in Fahrenheit degrees and tenths (the open air in a shaded situation). Direction of Wind, is indicated every two points, N., N.E., E., S.E., S., S.W., W., N.W., etc.—Force of Wind, 0 calm, 1 to 3 light breeze, 3 to 5 moderate breeze, 5 to 7 fresh, 7 to 9 strong, 9 to 10 heavy, 10 to 12 violent.—State of Weather, B. Clear-blue sky, C. Cloudy, D. Drizzle, F. Fog, G. Foggy, H. Hail, L. Lightning, M. Misty, O. Overcast, P. Parting showers, Q. Showers, R. Rain, S. Snow, T. Thunder, U. B. Clear-blue sky, etc.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24 the quantity of water fallen indicated in inches, tenths and hundredths.

## Shipping.

## ARRIVALS.

ELECTRA, German steamer, 1,161, E. Kaler, 30th August, Saigon, 26th August, General—Siemens & Co.  
ALBAY, British steamer, 366, F. D. Goddard, 30th August, Taiwan, 27th August, Amoy 28th, and Swatow 29th, General—D. Lapraik & Co.  
SILVER EAGLE, British bark, 908, S. Richards, 31st August, London 9th May, General—Wieler & Co.  
TEUCER, British steamer, 1,324, Power, 31st August, Foonchow 29th August, General—Butterfield & Swire.  
LEE-YUEN, Chinese steamer, 734, P. Barfoot, 31st August, Newchwang 10th August, Beans and General—C. M. S. N. Co.  
MORAY, British steamer, 1,427, W. S. Duncan, 31st August, Calcutta 16th August, and Singapore 25th, General—Jardine, Matheson & Co.

CLEARANCES AT THE HARBOUR OFFICE.  
Peking, British steamer, for Shanghai.  
Allyn's Isle, British bark, for Keelung.

## DEPARTURES.

August 31, Menelaus, British steamer, for Amoy and Shanghai.  
August 31, Iphigenia, German str., for Saigon.  
August 31, Zehran, British str., for Shanghai.  
August 31, Strathmore, British steamer, for Shanghai.  
August 31, Bangalore, British str., for Straits and Bombay.  
August 31, Peking, British steamer, for Shanghai.

## PASSENGERS—ARRIVED.

Per Teucer, str., from Foonchow, 50 Chinese.  
Per Electra, str., from Saigon, 21 Chinese.  
Per Albay, str., from Taiwan, 60, and Mrs. Vosteen and family, 1 European on deck, and 10 Chinese.  
Per Moray, str., from Calcutta, 40, and Messrs. Paul and Soromoworsky, and 424 Chinese.  
Per Menelaus, str., for Amoy, 80, and 3 Europeans and 160 Chinese.  
Per Strathmore, str., for Shanghai, 1 European.

## REPORTS.

The German steamer *Electra* reports left Saigon on the 26th instant. Had S.W. monsoon and rain the whole passage.  
The British steamer *Moray* reports left Calcutta on the 16th instant, and Singapore on the 25th. Had fine weather until lat. 19 N.; after which had squally weather with rain.  
The Chinese steamer *Lee-yuen* reports left Newchwang on the 19th instant. From Newchwang to Chefoo had light variable winds and fine weather; thence to abreast of Shanghai had a heavy S.E. gale and a very irregular sea. The rest of the passage had variable winds and squally weather with considerable head sea.  
The British steamer *Albay* reports left Taiwan on the 27th instant. Amoy on the 28th, and Swatow on the 29th. From Taiwan to Amoy had moderate N.W. winds with rain and heavy N.E. swell. From Amoy to Bell Island had S.E. winds and showery weather; from thence to Swatow had light airs with heavy rain. From Swatow to port had moderate variable winds and showery weather throughout. In Amoy the steamships *Hailong*, *Atsuta*, and Chinese revenue cruiser *Ling-feng*. In Swatow the steamships *Chi-yuen*, *Hongkang*, *Tai-chow*, *Wenchow*, *Danube*, *Lusitania*, and *Tamsui*.

## AMOV SHIPING.

August—  
19, Francisca, German bark, from Newcastle.  
19, Hieronymus, German bark, from Chefoo.  
19, Friedrich, Ger. 3-m. sch., from Newchwang.  
19, Hailong, British steamer, from Taiwan.  
20, Almatia, American sch., from Chefoo.  
20, Douglas, British steamer, from Foonchow.  
20, Namo, British steamer, from Hongkong.  
23, Albay, British steamer, from Hongkong.  
23, Chi-yuen, Chinese str., from Hongkong.  
23, China, German steamer, from Taiwan.  
23, M. Deutschman, Ger. 3-m. sch., from Chefoo.  
23, Kwangtung, British str., from Hongkong.  
24, Kung-pai, Chinese steamer, from Swatow.  
August—  
18, Toonan, Chinese str., for Swatow.  
18, Swatow, British str., for Shanghai.  
18, Kung-pai, Chinese str., for Swatow.  
18, Camorta, Dutch str., for Swatow.  
20, Douglas, British str., for Swatow.  
21, Anna Bertha, German bark, for Nagasaki.  
21, Roderick Hay, British bk., for Newchwang.  
21, Hailong, British str., for Taiwan.  
21, Namo, British str., for Foonchow.  
21, Atholl, British str., for Swatow.  
23, Chateaubriand, Brit. bark, for Newchwang.  
23, Milton, Norwegian bark, for Newchwang.  
24, Albay, British str., for Taiwan.

## VESSELS EXPECTED AT HONGKONG.

(Corrected to Date).

Maria, Cardiff, Mar. 8  
Brambletye, Penarth, April 19  
Gustav & Oscar, Penarth, April 25  
Charles Bal, London, May 5  
Gustav & Oscar, Penarth, June 1  
Melbrook, Cardiff, June 7  
Sachem, Cardiff, June 12  
Theodor Ruger, New York, June 15  
Comet, Cardiff, June 23  
Elizabeth, Penarth, July 1  
Jupiter, Cardiff, July 13  
Gleigle (s), London, July 17  
Cardiganshire (s), London, July 20  
Selenia (s), London, July 20  
Ladies (s), London, July 21  
Okeia, Hamburg, July 21

## MAILS EXPECTED.

THE AMERICAN MAIL.  
The P. M. S. S. Co.'s steamer *City of Rio de Janeiro* with the next American mail, left Yokohama on the 26th instant, and may be expected here on the 2nd proximo.

## STEAMERS EXPECTED.

The steamer *Ginogli* left Singapore for this port on the 26th instant, and is due here on the 1st proximo.  
The Union Line steamer *Selenia* left Singapore for this port on the 29th instant, and may be expected to arrive here on the 4th proximo.  
The steamer *Nagles* left Sydney on the 16th instant, and is due here on or about the 10th proximo.

## SHIPPING IN HONGKONG.

STEAMERS.  
AFOHAN, British steamer, Stewart, 29th August, Saigon 25th August, General—Bun Hin & Co.  
ANKRATON APCAR, British steamer, 1,392, A. B. Macatish, 30th August, Calcutta 16th August, Penang 22nd, and Singapore 25th, Opium, Cotton, &c.—D. Sassoon, Sons & Co.  
AMOV, British steamer, 814, C. Hermann, 21st August, Canton 20th August, General—Siemens & Co.—Kowloon Dock.

## HONGKONG—STEAMERS.

Continued.

CANTON, British steamer, 1,195, J. C. Jaques, 30th August, Saigon 26th August, Paddy and General—Tung Kee & Co.  
CHURUCA, Spanish steamer, 403, G. de Hor-machea, 23rd July, Manila 20th July, and Yokohama 12th August, Mails and General—O. & S. S. Co.  
CORIC, German steamer, 4,366, W. H. Kidley, 10th August, San Francisco 21st July, and Yokohama 12th August, Mails and General—O. & S. S. Co.  
CRUSADER, British steamer, 647, T. Rowin, 30th August, Saigon 25th August, General—Arnold, Karberg & Co.  
EMUY, Spanish steamer, 410, Rementeria, 30th June, Manila 27th June, General—Remedios & Co.—Kowloon Dock.  
EUROPA, German steamer, 1,003, T. Schade, 30th August, Saigon 25th August, Rice—Melchers & Co.  
FAME, British steamer, 117 (Stopani)—Hongkong and Whampoa Dock.  
GLENGL, British steamer, 894, Speechly, 16th August, San Francisco and Honolulu 13th July, General—Climan & Co.  
KASHGAR, British steamer, 1,515, W. J. Webber, 28th August, Yokohama 18th August, Mails and General—P. & O. S. N. Co.  
KILLARNEY, British steamer, 1,060, O'Neill, 27th August, Newcastle, N.S.W., 9th Aug., Coal—Gibb, Livingston & Co.  
KONG BENG, British steamer, 862, Bryce, 28th August, Bangkok 21st August, General—Yuen Fat Hong.  
LIDO, British steamer, 650, T. Lewis, 28th Aug., Penang and Saigon 24th August, General—Adamson, Bell & Co.  
LI YUNG, Annamite steamer, 150, Chun, 19th June, Touron 15th June, General—Chinese.  
NAMO, British steamer, 862, Geo. Westoby, 29th August, Foonchow 24th August, Amoy 28th, and Swatow 28th, General—D. Lapraik & Co.  
PIRA CHULA CHOM KLAO, British str., 1,011, Lightwood, 22nd August, Bangkok 15th August, Rice—Hop Hing Hong.  
SEA GULL, American steamer, 28, Hayden, Nov. 24th, China Traders' Insurance Co.  
SIN TAINAN, German str., 47, H. Vieten, 30th July, Taiwan 24th July, Ballast—Captain.  
SUZ, British steamer, 1,393, Geo. Ainalle, 20th July, Honolulu 28th June, Fish and General—Russell & Co.—Kowloon Dock.  
TAKACHIMO MARU, Japanese steamer, 2,152, C. Nye, 28th August, Nagasaki 21st August, General—Mitsui Bishi M. S. S. Co.  
THALES, British steamer, 820, T. G. Focock, 26th August, Swatow 25th August, General—D. Lapraik & Co.

## SAILING VESSELS.

ALBYN'S ISLE, British bark, 360, C. Burgess, 15th August, Touron 9th August, Coal—Chinese.  
ANNA, German bark, 447, W. Jensen, 20th Aug., Newchwang 12th July, Beans—Wieler & Co.  
ANTON GUNTHER, German bark, 441, F. Steinbrugg, 6th August, Touron 31st July, Coal—Melchers & Co.  
AURORA, British bark, 244, R. Milne, 7th August, Bangkok 25th July, Rice—Chinese.  
BONITO, German bark, 527, H. Haas, 28th August, Newchwang 16th August, Beans.  
CARL RIEDEL, German bark, 595, C. Mahl, 6th August, Cardiff 1st March, Coal—Siemens & Co.  
CHANDERNAGOR, German bark, 683, Sachse, 19th June, Touron 14th June, Coals—F. Blackhead & Co.  
CHOCORUA, American ship, 1,163, Locke, 30th June, Higo 3rd May, Ballast—Master—Aberdeen Dock.  
ELSE, German brig, 287, Brinckmeier, 25th August, Iloilo 5th August, Sapanwood—Captain.  
ERLKONG, German bark, 456, A. Nantly, 20th August, Newchwang 17th July, Beans—Siemens & Co.  
FORMOSA, British schooner, 381, W. T. Quayle, 8th August, Newchwang 10th July, Beans—Siemens & Co.—Kowloon Dock.  
FORTUNE, Siamese bark, 447, Soderstrom, 26th August, Bangkok 11th August, General—Chinese.  
GOODSELL, American bark, 843, Wm. R. Hogan, 18th July, New York 30th Jan., Kerosine Oil—Russell & Co.  
GRANDEE, American ship, 1,254, Jacobs, 15th July, Newcastle, N.W., 26th May, Coal—Order—Kowloon Dock.  
GREYHOUND, British brig, 231, Prescott, 9th August, Albany, W.A., 16th June, Wood—Gilmam & Co.  
HANS, German bark, 313, A. Thomsen, 20th August, Newchwang 13th July, Beans—Wieler & Co.  
HANS, German bark, 499, L. O. Deneken, 21st August, Hamburg 14th April, General—Wieler & Co.  
HELENA, Swedish 3-m. schooner, 199, H. O. Berggren, 11th August, Port Natal 13th June, Ballast—Turner & Co.  
HEMO SENG, Siamese bark, 316, W. H. Heynolds, 24th August, Bangkok 10th August, General—Chinese.  
JACOBINE, German bark, 417, C. H. Christensen, 20th August, Newchwang 26th July, Beans, Ed. Schellhass & Co.  
KILLENA, British bark, 795, H. Wallace, 11th August, Hamburg 11th April, General—Meyer & Co.  
LOUISA, German 3-m. sch., 245, Schierloch, 2nd Jan., Whampoa 31st Dec., General—Captain.  
MAGIC, British schooner, 214, White, 20th Aug., Newchwang 25th July, Beans—Order.  
MARIE, German bark, 465, Hyland, 20th August, Newchwang 17th July, Beans—Wieler & Co.  
MATHILDE, German bark, 355, N. Tonningsen, 21st August, Quinhon 15th August, General—Ed. Schellhass & Co.  
MYVANNY, British barkentine, 162, James Vincent, 23rd August, Port Natal 27th June, Ballast—Turner & Co.  
RAMIER, French brig, 30, Savary, 28th June, Iloilo 10th June, General—Carlowitz & Co.  
ROBERT DIXON, American ship, 1,368, O. C. Young, 23rd August, Cardiff 23rd April, Coal—Messageries Maritimes.  
ST. IDUIG, French bark, 388, J. Durand, 29th August, Newchwang 16th August, General—Carlowitz & Co.  
STILLMAN B. ALLEN, American bark, 567, W. S. Eldredge, 28th August, Honolulu 3rd July, Oil and Coal—Russell & Co.  
STARLIGHT, Siamese bark, 170, Muller, 26th August, Bangkok 11th August, General—Order.  
SIAMSE CROWN, Siamese ship, 537, C. L. Jorgensen, 22nd August, Awhiti 8th August, General—Kin Yee Loong.

## SOUTHERN CROSS.

AMERICAN bark, 1,004, F. D. Walde, 9th August, Newcastle, N.S.W., 7th June, Coal—Adamson, Bell & Co.  
SOUTHERN CROSS, American ship, 1,086, G. A. Bailey, 18th August, New York 14th April, Coals—D. Lapraik & Co.  
SPARTAN, American schooner, 85, Ch. Vincent, 26th July, from Chungchow—W. H. Ray.  
TWILIGHT, American ship, 1,265, W. C. Warland, 8th June, Newcastle, N.S.W., 14th April, Coal—Adamson, Bell & Co.

## HONGKONG—SAILING VESSELS.

Continued.

VELOCITY, British bark, 490, R. Martin, 27th August, Chefoo 11th August, General—Pustau & Co.  
WRECKER, American lorch, 55, Henderson, 16th July, Coap Island 1st June, General—Blackhead & Co.  
ZOUAVE, American ship, 1,202, Robert C. Loper, 3rd August, Cardiff 4th April, Coals—P. & O. S. N. Co.

## CANTON.

POSANG, British steamer, 983, Irvine, 29th Aug., Shanghai 27th August, General—Jardine, Matheson & Co.  
YUNG-CHING, Chinese steamer, 766, R. Andrew, Newchwang 21st August, and Chefoo 23rd, General—C. M. S. N. Co.

## WHAMPOA.

CITADEL, British bark, 264, Morrison, 28th August, Newchwang 4th August, Beans—Man Yuen Loong.  
LOONG WHA, British 3-m. schooner, 374, G. Graham, 29th July, Singapore 14th July, Timber—Ed. Schellhass & Co.  
SATURNUS, German bark, 608, Schade, 19th August, Newchwang 13th July, Beans—Siemens & Co.

## RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston—Butterfield & Swire.  
Ho-nam, British steamer, 1,377, T. Benning—Hongkong, Canton, and Macao Steamboat Co.  
Kiang-ping, Chinese steamer, 360, Holmes—C. M. S. N. Co.  
Kiu-king, British steamer, 617, G. B. Lefavor, Hongkong, Canton, and Macao Steamboat Co.  
Klung-chow, British steamer, 159, Goggin—Hongkong, Canton, and Macao Steamboat Co.  
Powan, British steamer, 1,890—Hongkong, Canton, and Macao Steamboat Co.  
Spark, British steamer, 140—Hongkong, Canton, and Macao Steamboat Co.  
White Cloud, British steamer, 527, A. Benning—Hongkong, Canton, and Macao Steamboat Co.  
Yot-sai, British steamer, 180, Hoyland—Hongkong, Canton, and Macao Steamboat Co.

## AMOV.

In Port on 27th August, 1883.

Almatia, American schooner, 387 (Lapham)—Boyd & Co.  
Amoy, German schooner, 314 (Thietzen)—H. A. Petersen & Co.  
Anna Dorothea, German bark, 343 (Jensen)—Pasdag & Co.  
Confucius, Siamese schooner, 258 (Simpson)—Captain.  
Daniel, German bark, 416 (Vogt)—Pasdag & Co.  
Ernst, German schooner, 356 (Hildebrand)—Pasdag & Co.  
Francisca, German bark, 365 (Gonlard)—Russell & Co.  
Grohlich, German brig, 360 (Moller)—Pasdag & Co.  
G. H. Wappaus, British bark, 533 (Schroder)—Pasdag & Co.  
Helene, German bark, 250 (Kossov)—Boyd & Co.  
Hieronymus, German bark, 425 (Ipland)—H. A. Petersen & Co.  
Lee-yih, British bark, 219 (Cathune)—Captain.  
Minna, German schooner, 164 (Speidel)—H. A. Petersen & Co.  
Oscar Mooyer, German bark, 360 (Johannsen)—H. A. Petersen & Co.  
Pier, British bark, 400 (Krusse)—Pasdag & Co.  
Peter, German schooner, 397 (Moller)—H. A. Petersen & Co.  
Roderick Hay, British bark, 290 (Nicholson)—H. A. Petersen & Co.

## SHANGHAI.

In Port on 25th August, 1883.

Argos, British brig, 289 (Mitchell)—Nils Moller.  
Brunette, British bark, 375 (Turnhill)—Morris & Co.  
Centaur, German bark, 458 (Olferssen)—Master.  
Charon Wattana, Siamese bark, 505 (Ulrich)—Butterfield & Swire.  
Chihaya Maru, Japanese bark, 441 (Yamamoto)—M. B. Kaishia.  
Chinghai, Chinese bark, 472 (Taylor)—C. M. S. N. Co.  
Diamond, British bark, 391 (Inokay)—Morris & Co.  
Dorothy, British bark, 310 (Croad)—Drysedale, Ringer & Co.  
Foonchow, Siamese brig, 300 (Petersen)—Master.  
Gessine Bruns, German bark, 401 (Trumbcock)—Siemens & Co.  
Helena, British bark, 565 (Hansen)—Nils Moller.  
Kolga, German bark, 540 (Lome Bang)—Russell & Co.  
Leander, British ship, 148 (Hamilton)—J. W. Muller.  
Lucky, Siamese bark, 424 (Segura)—Master.  
Obed Baxter, American bark, 877 (Baxter)—Turnbull, Howie & Co.  
Paul, American ship, 1,205 (Gerish)—C. & J. Trading Co.  
Queen of India, British bark, 389 (Inokay)—W. Hewitt & Co.  
Samsam, British bark, 364 (Loford)—Morris & Co.  
Siam, Siamese bark, 225 (Thomson)—Butterfield & Swire.  
Solnor, British bark, 241 (Schroder)—Nils Moller.

## NAGASAKI.

In Port on 18th August, 1883.

Evangeline, British schooner, (Bell)—Holme, Ringer & Co.  
H. W. Dudley, American bark, (Dudley)—Master.  
John Potts, British bark, 373 (Cargill)—Master.  
Louise, American schooner, 280 (Lawrence)—Holme, Ringer & Co.  
Stout, Norwegian bark, 581 (Hennester)—Holme, Ringer & Co.  
Wild Wood, American bark, 1,008 (Sawyer)—C. & J. Trading Co.

## YOKOHAMA.

In Port on 17th August, 1883.

Alma, American schooner, 52 (Tibbey)—J. D. Carroll & Co.  
Black Diamond, German bark, 670 (Boyd)—P. Bohm.  
E. von Beaulieu, German bark, 336 (Getting)—Grosser & Co.  
F. Abber, American bark, 1,048 (Marey)—R. Isaacs.  
Hindoo, German bark, 541 (Mathieson)—M. B. S. S. Co.  
J. E. Graham, British bark, 1,304 (Cochran)—Messageries Maritimes.  
Louise, French bark, 300 (Lemoine)—P. M. S. S. Co.  
M. Hermann, American bark, 505 (Alberg)—M. Hermann & Co.  
Minerva, German brig, 319 (Duhme)—Jardine, Matheson & Co.  
Normanby, American ship, 1,150 (E. F. Tukey)—Master.  
Pearl, American bark, 536 (Howes)—Jardine, Matheson & Co.  
St. David, American ship, 1,535 (Frost)—J. D. Carroll & Co.  
Stillwater, British bark, 1,090 (Goudy)—Smith, Bell & Co.

## HER BRITANNIC MAJESTY'S SHIPS.

IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Chas. Hicks, Chefoo.  
Audacious, double-screw iron frigate, Captain R. E. Tracy, Chefoo.  
Champion, corvette, 14 guns, Captain Collins, Singapore.  
Cleopatra, corvette, 14 guns, Captain Hippisley, Chefoo.  
Cockchafer, gunboat, 4 guns, Lieut.-Com. Wood, Foonchow.  
Curacoa, corvette, 14 guns, Captain Anstruther, Chefoo.  
Daring, composite sloop, 4 guns, Commander F. J. Elliott, Chefoo.  
Eak, double-screw gunboat, 3 guns, In reserve, Hongkong.  
Espoir, gunboat, Commander Gamble, Hongkong.  
Flying Fish, sloop, 4 guns, Lieut.-Commander Hoskyn, Korea.  
Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, Singapore.  
Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhae, Shanghai.  
Keestr, double-screw gun-vessel, 4 guns, Commander E. Ho-ham, Shanghai.  
Linnet, British gunboat, Commander C. P. Harris, Chefoo.  
Magpie, surveying vessel, 4 guns, Lieut.-Com. Carpenter, Sandakan.  
Midge, double-screw gun-vessel, In reserve, Hongkong.  
Pegasus, sloop, 6 guns, Commander E. F. Day, Nagasaki.  
Sapphire, corvette, 9 guns, Commander John R. T. Fullerton, Shanghai.  
Swallow, double-screw gun-vessel, 5 guns, Commander V. A. Tisdall, Hongkong.  
Tweed, double-screw gunboat, 3 guns, In reserve, Hongkong.  
Victor Emmanuel, receiving ship, 20 guns, Commander Cuming, Hongkong.  
Vigilant, paddle despatch-vessel, 2 guns, Commander C. Lindsay, Nagasaki.  
Wiwer, turret-ship, 4 guns, In reserve, Hongkong.  
Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Yokohama.

## FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Abrock, Russian gunboat, 7 guns, Captain Schanz, Vladivostok.  
Alert, American corvette, 4 guns, Commander L. Kempf, Kobe.  
Anagon, Spanish cruiser, Commander J. R. Hiquero, Manila.  
Cher, French gunboat, Commander Lafon, North.  
Duke of Edinburgh, Russian ironclad, Captain de Giers, Vladivostok.  
Ernak, Russian transport, Captain Koltchak, Nagasaki.  
Gornostai, Russian gunboat, 7 guns, Commander Stark, Vladivostok.  
Ilis, German gunboat, 8 guns, Commander Klaus, Shanghai.  
Kersaint, French corvette, Commander Beaumont, Shanghai.  
Leipzig, German corvette, 16 guns, Captain Herbig, Hakodate.  
Lutin, French gunboat, 4 guns, Commander Rouvier, Hongkong.  
Marques de Duero, Spanish despatch-vessel, Don Domingo Carvaca, Manila.  
Moncey, American gunboat, 6 guns, Commander S. C. Cotton, Nagasaki.  
Morge, Russian gunboat, 7 guns, Commander Tataronoff, Shanghai.  
Nepes, Russian gunboat, 7 guns, Commander Valronde, Vladivostok.  
Palos, American gunboat, 6 guns, Lieutenant-Commander Green, Hongkong.  
Plastoun, Russian sloop, 8 guns, Captain Potliansky, Saigon.  
Richmond, American frigate, 14 guns, Captain Skerrett, Yokohama.  
Sobol, Russian gunboat, 7 guns, Commander Boyle, Vladivostok.  
St. Petersburg, Russian transport, 6 guns, Captain Sidenker, Vladivostok.  
Stosch, German corvette, 19 guns, Captain Buchholtz, Shanghai.  
Tamego, Portuguese gunboat, Commander da Costa Cabral, Macao.  
Tongous, Russian gunboat, Commander Heck, Singapore.  
Triomphante, French corvette, 17 guns, Captain Baux, Hongkong.  
Vestnik, Russian sloop, 8 guns, Captain Avclan, Manila.  
Victorieuse, French frigate, 14 guns, Captain de la Baie, Hongkong.  
Village, French corvette, 15 guns, Captain M. de Devante, Hongkong.  
Volo, French corvette, Captain Fournier, Shanghai.  
Vostok, Russian gunboat, 4 guns, Commander Molchouky, Vladivostok.  
Wolf, German gun



## A FRENCH VIEW OF MARQUIS TSENG.

(Translated from the original French of Mr. Robert de Bonnières in *Mémoires d'aujourd'hui*.)

Those who have had to do with Marquis Tseung, or who were officially invited in 1880 to the source in the Chinese Legation, Avenue Kléber, could not help staring, with infantile curiosity, at that shaven head, that olive complexion, those drooping moustaches with carefully arranged hairs, those sparse and almost absent eyebrows, and that plaited queue. They only saw the head of an ordinary baboon (*magot*). They ridiculed his costume, his black satin boots, covered with lace of various colors and raised upon high white soles, his violet petticoat, his imperial yellow waistcoat, his necklace of jade beads separated by slips of lapis lazuli, his yellow collar, concealing his shirt, his official black hat which he wears tilted backward, the coral button which surmounts it, and the three fox-tails which are attached to it.

They might have found something better to do. This Minister, courteous, refined, intelligent and sceptical as he behaves a mandarin, speaks English very well, and conveys the idea of a man who is one of the first of his race. Instead of the impassibility and resignation to fate which is visible in the gait, the air, and the look of his companions, Marquis Tseung has an intelligent vivacity in his eyes, a kind of animated curiosity which is not common to the people of his country. His eye, black, open, piercing, restless, fawns on you more readily than a Chinese eye generally dares to fasten.

Whatever the cause, one cannot fail to discover in this high dignity of the laic and rich country in the world a secular nobility and no commonplace authority. When he leaves the Elysée or Buckingham Palace, wrapped in his red cloak, this ambassador, come from the end of the Orient, has a haughty mien of his own, and impresses one with it in a certain manner, as through the distant and unknown matters that he represents.

Marquis Tseung is one of those rare hereditary marquises to be found in China. That is to say that his title will descend to his son, without being lowered by a degree; while in the case of other Chinese nobles the titles are gradually extinguished in the process of descent. Thus, the son of an earl is a viscount; the son of a viscount is a baron, and so on; but the son cannot adopt the paternal rank. The son of Marquis Tseung will be Marquis Tseung. There are in the whole empire only five or six families which enjoy a similar privilege.

It is already well known that, if the Minister has translated his title into its European equivalent, it is because the different honorifics of *Kong, Kieu, Po, Tsen, Naing*, correspond as nearly as possible with Duke, Marquis, Earl, Viscount, and Baron, respectively.

His father, Tseung Kuo Fang, was a powerful and illustrious personage in his own country. About 1864 he beat the Taipings in the vicinity of Shanghai, and was appointed Marshal of the Empire.

In this context I will mention that in China military functions are not so highly esteemed as civil ones, and that a person only attains high dignities in the army when he has shown a great capacity for administration and faculty for governing men.

It was under the eyes of his father that Marquis Tseung completed his civil and military education and gained his several promotions.

Tseung Kuo Fang died about twelve years ago, more than four score years of age. He held a preponderant situation in the province of Hunan of which he was a native. This province is one of the richest of the centre of the Empire, and is famous for its fertility in rice, cotton, lemons, oranges and tea; its mountains clad with cedars, bamboo, lacquer and varnish trees; its gold and cinnamon mines; its rivers and lakes teeming with fish, and its six prosperous towns.

In this province the Marquis passed his youth, before he was taken to Court. He was brought up in a *Yamen*, the official mansion of every Chinese functionary.

The *Yamen* where he lived has been described to me. Roofs of green, red, and yellow glazed tiles; porcelain dragons at the summits of the roofs; carved gateways, on each side of which are painted vertical inscriptions in black official characters upon a red ground; inner courts, and gardens planted with dwarf trees, whose growth is prevented by a special system of culture; shrubs of a kind unknown in Europe—the *lychee* to wit, whose fruit, shaped like big granular nut, hides beneath its tender rind half dried pods, which have the taste of quince paste. Within the house are pages raw cotton paper, renewed every autumn; ebony chairs covered with unsewn red silk cushions; sculptured chests; sideboards of hard wood loaded with antique vases, ivory necklaces, snuff-boxes in the form of bottles, fly-flaps, incense-burners, statuettes, abacuses, chess-boards, and books closed with ivory clasps. On the walls, silken scrolls on which are painted birds of all kinds; roses—peach blossoms; melancholy moonlight herons brooding on one foot in the edge of willows pursued by a Tartar horseman; or a dappled red holding in its mouth the *Hydrangea*, that wondrous plant that heals all human maladies.

I must admit that the description does not displease me; that it testifies to an ancient and refined civilization, and that such a house is well worth the mansions in the Avenue Kléber and the Place d'Eylau, where the Minister now lives and which he has had furnished by a Parisian upholsterer.

The Marquis is a monogamist, which cannot be said of all Chinese functionaries, polygamy being authorised in China under certain restrictions, and in accordance with rather complicated rules.

His wife is comparatively young. His eldest daughter remains always hidden from male eyes with her mother in a kind of secluded gynæceum. I will say no more on this subject, as I wish to conform to Chinese custom and that politeness which does not allow a man to trouble himself about the women of his house, unless he is a relation or a very intimate friend. As for the Minister's son, a very wide-awake little devil, he is beginning to speak French as well as English.

The Minister is reputed to possess an income of five hundred thousand pounds. But his revenues are expended every year in the province of Hunan in the maintenance of his clan, which is very large. This support of one's kin is a charge incumbent upon members of the great families. The salaries of the Minister, and his staff are the same as those of the French Legation in Peking.

Marquis Tseung is at one and the same time Minister to France and England. He has the supreme direction of Chinese diplomacy in Europe, although he is not officially commissioned in this respect. So far his political *elle* has been the instigator of the different legations of his country at Madrid, Berlin, and St. Petersburg. He is anxious to establish a legation at Vienna. The post is intended, we are told, for Ma Kin-chong, a very Parisian Chinese, whom we have seen admiring at close quarters women of the stage, and who at this moment (June, 1883) is in Korea, where serious troubles have arisen which necessitate the intervention of the Chinese Government.

The Marquis is an astute diplomatist who carries calmness to the verge of insensibility. He brought to a satisfactory termination the recent negotiations between China and Russia on the subject of the 111 territory in Central Asia. He was very ably seconded in that affair by our countryman, Mr. Giquel, *lieutenant de vaisseau*, Superintendent of the Arsenal at Poochow.

This regular residence of Chinese Envoys in Europe is altogether new. Nothing happens that is not necessary. It is probable that a short time hence, as all the travellers whom I have recently interrogated have given me to understand, China will play a more important part in the world than could ever have been foreseen. Australasia and America have yet to reckon with China. Only a railway, which will be made, is necessary, to inundate Europe with the commerce, industry, and manufactures of these two hundred and fifty million people. Within twenty years the world will be very small; and a journey in China will not appear more extraordinary to active Frenchmen than one in Russia to-day.

And, even now, from a political point of view, the Celestial Empire appears to possess some importance. In 1879 Prince Bismarck took the trouble to dub China officially the best friend of Germany.

In this title one must perceive something more than a mere piece of diplomatic politeness. Imagine Russia jammed between "the best friend of Germany" and Germany herself; and the unexpected consequence that this Chinese intervention might have upon a European war.

I leave to those more competent than myself the task of working out this problem, and of determining such theories, reasonable or risky, as may be deduced from such diplomatic and ethnographic novelties. I have desired to create a little reaction against the instinct proper to the loungers in official halls to look upon foreigners in general, and Chinese in particular, as strange beasts brought among us as a sort of amusing show, and to demonstrate that men have a common nature: that they are not, after all, extremely different one from the other, and that the people of the world are so not widely separated as is generally believed.

## HYGIENE FOR HORSES.

Dr. C. E. Page's Medical and Surgical Journal gives some suggestions on keeping horses in health, which are not only in agreement with the best teaching, but sustained by his own and others' experience.

"The custom of working or exercising horses directly after eating, or feeding after hard work, and before they are thoroughly rested, leading at noon, when both these violations of a natural law are committed; these are the predisposing causes of pinky, and of most diseases that affect our horses. Keep the horse quiet, dry, warm, and in a pure atmosphere, the nearer outdoor air the better, and stop his feed entirely at the first symptom of disease, and he will speedily recover. It has been demonstrated in tens of thousands of cases in family life that two meals are not only ample for the hardest and most exhausting labors, physical or mental, but altogether the best. The same thing has been fully proved in hundreds of instances with horses, and has never in a single instance failed, after fair trial, to work the best results. An hour's rest at noon is vastly more restoring to a tired animal, whether horse or man, than a meal of any sort, although the latter may prove more stimulating."

"The morning meal given, if possible, early enough, for partial stomach digestion before the muscular and nervous systems are called into active play; the night meal offered long enough after work to insure a rested condition of the body; a diet liberal enough, but never excessive; this is the law and gospel of hygienic diet for either man or beast. I have never tried to fatten my horses, for I long ago learned that fat is disease; but I have always found that if a horse does solid work enough he will be fairly plump if he has two sufficient meals. *Starch* is the product of work and food; *fat* may be laid on by food alone. We see, however, plenty of horses that are generously—too generously—fed, that still remain thin, and show every indication of being under-nourished; dyspepsia is a disease not confined exclusively to creatures who *own* or *drive* horses. But for perfect health and immunity from disease, restriction of exercise must be met by restriction in diet. Horses require more food in cold than in warm weather if performing the same labor. In case of a warm spell in winter, I reduce their feed, more or less, according to circumstances, as surely as I do the amount of fuel consumed. I also adopt the same principle in my own diet. The result is, that neither my animals nor myself are ever for one moment sick."

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swimmer, but owing to the turbulence of the sea, which, to borrow a simile of one of the officers, was like a cauldron of seething foam, his art availed him little. He was tossed about for a couple of hours, and, after having been carried away far astern of the vessel, he was ultimately rescued by one of the life-boats in an exhausted and almost insensible condition.

Several of the crew, panic-stricken, still remained on board the vessel. They were ordered by the chief officer, who himself has lost his life, to enter the boat which had been brought to their assistance, but they refused.

A sea broke over the vessel; they were swept away, and they all perished. Soon after this catastrophe, all the seamen were transferred into a boat in charge of the second officer. The firemen and engineers were put in a separate boat. One of the boats containing the captain and others drifted away from the island, and made away for the mainland, which was some thirty miles off.

A landing was effected at Hadesli at about nine o'clock on the morning of the 19th June. No sooner had they set foot on shore than the Arabs came down from the hills in large numbers, armed with knives and swords. They took possession of the boat, and proceeded in the most nonchalant manner to divest Captain Williams and his companions in adversity of the larger part of their clothing, which was all they had been able to bring with them from the ship.

The Arabs having retired to their haunts in the hills, the shipwrecked crew proceeded towards the town of Mosdat.

The life-boat, of which the second officer had charge, made for the mainland, and landed at precisely the same spot where the captain had been able to get on shore. The Arabs again appeared on the scene, brandishing swords and knives, and appropriated the boat. They also robbed the second officer and his companions of most of their clothing.

After the Arabs had departed with their booty, the second officer followed the path taken by the captain, and fell in with him a few hours afterwards.

They then travelled in one party day and night, and eventually came up with a tribe of Arabs—who were far from friendly, in fact they were the most ill-conditioned set of men whom they had yet encountered, not even barring the hillmen, who gave them a characteristic greeting when they landed.

In order to be allowed to proceed on their way, the crew had to part with more clothing, so that they had only two or three rags amongst them.

Wandering about they got to a village occupied by fishermen, where they were hospitably maintained for forty-five days.

The discovery of their whereabouts was rather remarkable. When the *Amberwitch* was cruising about an escaped slave came on board. His master followed him, and being anxious to get his slave back, and also knowing the whereabouts of the crew, was desirous of giving information.

He gave the information, but he did not get back his slave, who has come on to Bombay in the *Amberwitch*.

Sixteen of the crew of the *Knight of the Bath* have been lost, including the chief officer and chief, and the second engineers—*India Daily News*.

## "A DREAM, A DREAM, AUTONOE!"

It was dreamy and warm, and comparatively quiet in the office. The first dimming of the afternoon light had dropped down over all things. The Goat munched lazily on the office boy's rubber-boat. The Assyrian Puff yawned widely in his corner, and cast a hungry eye upon the waste paper basket.

The Chief with a gentle, resigned expression upon his worn face, was reading through a forty-line epigram just sent in by an ex-contributor to the *London Punch*. It was in heroic verse, and contained seven fragmentary quotations from various Latin authors best known by the samples of their work displayed in the back of Webster's Dictionary.

No sound broke the sacred stillness save an occasional spat between the Society Editor and the Goat Editor. The Goat Editor was reading Theocritus in the original, and wondering what the funny letters meant anyway. This occupation grew monotonous, and from time to time he would let his fairy-like feet patter on the inland floor in mock imitation of the late Mr. Nelson Seymour. This would annoy the Society Editor.</



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## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.  
Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.  
Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.  
Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

## TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

## TO SUBSCRIBERS.

Arrangements have been made to publish the Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

## BIRTH.

At Foochow Printing Office, Foochow, on the 14th instant, Mrs. EULALIA DO ROZARIO of a son.

## The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 31, 1883.

We understand that Admiral MEYER, Commander-in-chief of the French squadron, has received a telegram from his colleague in Annam, Admiral COURBET, to the effect that a treaty most favorable to France has been arranged with the Emperor. This arrangement is no doubt the recognition of the French Protectorate, as authoritatively stated by the Paris Temps and telegraphed from London on the 28th inst. The ready submission of the new Emperor of Annam will, however, have little, if any, influence on the state of affairs in Tonquin, as the Tonquinese generals and the chiefs of the "Black Flags" at Hanoi, Sontai and Bachinh, do not recognise the mandates of the Hue authorities, and will assuredly fight to the last. That the French are quite well aware of this is evidenced by the additional reinforcements being sent out from France. According to present appearances there should be stirring times in the northern provinces of Tonquin during the course of the next few weeks. And the great difficulty of the position still rests in the all-important question—what will China do? The answer may be guessed at from recent doings in Canton. France will probably not have to meet China in the field as an open enemy, but she will nevertheless have to face Chinese troops ranged under the banners of the Annamese and "Black Flags." And the most ample preparations should be made by the French commanders in view of what is not merely a probable contingency, but may be safely regarded as an absolute certainty.

That China is preparing for war against some nation, is a reasonable inference from the intelligence we are almost daily receiving from various parts of the world as to the extensive purchases agents of the Peking Government are making of arms and munitions of war. It has been stated that China is rapidly consolidating her warlike resources for an onslaught on Japan as soon as the present Tonquin difficulties have been satisfactorily settled with France. That may or may not be the case, but he would be an exceedingly self-opinionated man who ventured to predict with any degree of confidence the policy and intentions of the Tsung-li-Yamen. However, if a war with Japan is actually the aim of Li HUNG-CHANG and the other wire-pullers of the unwieldy machine known as the Chinese Government, as has been so generally alleged

by apologists of these warlike and threatening preparations, it is nevertheless difficult to understand why, in the face of such a resolve, it should have been considered necessary for months past to mass tens of thousands of Chinese troops in the southern provinces of Kwang-tung, Kwang-si and Yunnan, and to convert the city of Canton into a huge depot for storing immense quantities of grain, provisions, arms and warlike material generally. The great southern port of Canton would scarcely be selected as a base for operations against Japan.

China has always been true to her traditional policy of only sacrificing her territory or resigning what she considered her rights at the bayonet's point and when resistance was no longer possible. It may be that the ancient traditions of the Empire have been finally abandoned as the result of modern experiences, although the distinctly retrograde proclivities of the war party, reported to be in power at Peking, emphatically negative any such idea. It is far more likely that China, without having the remotest intention of sacrificing one iota of her interest in Tonquin, has with rare diplomatic skill resigned herself, for the present at least, to the inevitable. She probably recognises that neither on the field nor on the sea could she hope to cope successfully with the army and navy of the French Republic, and therefore has resolved to play a waiting game, following all the time the policy which has succeeded so well under almost precisely similar circumstances in other parts of her vast Empire. Nothing can be easier than to pour myriads of Chinese braves through Yunnan and Kwang-si into Tonquin to strengthen the "Black Flags," and to supply these valuable allies and the Tonquinese soldiers with improved weapons, and all other war requisites. France may protest energetically, but China will blandly decline to hold herself responsible for the acts of pirates and banditti in a country under French protection, and sufficient evidence of her instrumentality in keeping an incessant guerrilla warfare alive may not be forthcoming to justify France in considering this "masterly inactivity" a *cavalier* bill.

The French soldiers may, and after a severe struggle probably will, over-run Tonquin, capture the fortresses and establish a protectorate throughout the country; but it is unquestionable that they will experience the greatest difficulty in maintaining their positions. The transformation of Tonquin into a French province like French Cochinchina can only be accomplished at a tremendous sacrifice of human life, and a vast expenditure of treasure. Is the game worth the candle? Tonquin is an exceedingly rich and fertile country, and in the hands of a successful colonizing nation like Great Britain would undoubtedly have a great future before it; but the French are not successful colonists, and they have already as much on their hands in other parts of the world as they can conveniently manage. As the lustre of the French arms has been somewhat dimmed by the Hanoi reverses, slight as they were, it is of course imperative that the lost prestige should be regained. And after that has been accomplished it would be sound policy to devise some convenient method of avoiding further responsibility in Tonquin affairs, by withdrawing from the country. The French people will never derive any real benefit from a conquest of Tonquin; the port of Hongkong and the English and German merchants of the Far East will reap the fruits of France's exertions. However, *malgré tout*, France may determine to conquer and permanently occupy Tonquin. In such a case the sooner she goes to war with China the better. It is much better to at once boldly face a difficulty that must arise sooner or later. The French Republic can only hold Tonquin in peace after a successful war with the Chinese Empire, and the longer that war is delayed the difficulties which France will have to contend against will be commensurately increased.

## TELEGRAMS.

LONDON, August 29th.

THE ORLEANISTS IN FRANCE.  
Placards have been posted about Paris favouring Louis Philippe the Second.

## ADDITIONAL REINFORCEMENTS FOR TONQUIN.

Reinforcements to the extent of 1,500 men are being sent to Tonquin.

## LOCAL AND GENERAL.

THE French corvette *Volta* arrived at Amoy last Saturday afternoon.

We read that important strategic points in Eastern Germany are being strongly fortified to form a barrier against a Russian march on Berlin.

OFFICIAL returns show that there was a large and general increase of crime throughout British Burma in 1882, the number of cases reported as true having increased from 24,761 in 1881 to 39,145 in 1882.

"I HAVE a little poem here which"—Bang! Then the editor remarked that "life was short," and telephoned for the Coroner.

THE gross income of the Suez Canal Company has risen from 5,000,000 francs in 1870 to 60,000,000 in 1882, having doubled since 1879.

A FRENCH woman says that she can read people's fortunes by the lines on their feet. She probably tells some of her customers that they will be pretty well corned.

WE regret to note that General Todleben, the hero of Sebastopol and Plevna, is suffering from glaucoma in both eyes. He left Kissingen recently for Würzburg, to have an operation performed.

A HOME paper says that it is proposed to revive this year the historic pageant of the Godiva procession through the streets of the city of Coventry. This tomfoolery was fixed for the August bank holiday.

WE read that Prince Krapotkin, the Socialist and Nihilist, instructs his fellow-prisoners in cosmography, geometry and algebra. Those sciences will be of great assistance to them in swallowing prison hardtack.

AN officer in the regular army laughed at a timid woman because she was alarmed at the noise of a cannon when a salute was fired. He subsequently married that timid woman, and six months afterwards he took off his boots in the hall when he came in late at night.

KING Alfonso is described as active and supple, with a bull fighter's physical address, and brusque in his manner. His eyes are brown and changeable, his mouth expressive and vivacious, his mustache fine and silken, his teeth very white, so that his smile is peculiarly attractive, and his hair is almost black.

LORD North's good humour and readiness were of admirable service to him, when the invectives of his opponents would have discomfited a graver minister. He frequently indulged in a "real or seeming slumber." On one occasion, an opposition debater, supposing him to be napping, exclaimed: "Even now, in these perils, the noble lord is asleep!" "I wish I was," suddenly interposed the weary minister.

AN unfortunate accident occurred on board the French corvette *Villars* when out at target practice the other day. It appears that whilst one of the men was leaning over a mitrailleuse the charge exploded wounding him severely in the arm. It was thought at first that amputation of the injured arm would be requisite; however, we learn that the medical authorities of the Naval Hospital, where the man was conveyed, consider the operation unnecessary. The patient is now doing well.

A FRENCH paper gives some information about the submarine cables of the world. Nearly all the lines under the sea have been made by English workmen, bought with English money, and laid down by English engineers. The capital of the three companies reaching from London to the countries of the East represents more than 31,000 miles of submarine cables. The English companies own 13,000 miles, against 10,000 miles owned by others, of the cables between Europe and America. Not more than a tenth of the 12,000 miles of cable connecting Europe and Brazil with the West India Islands is owned outside of Great Britain.

We read that the recent strike of 7,000 Chinese on the California and Oregon Railroad near Shasta was due to extortion on the part of the Central Pacific managers. The Chinamen are paid \$1 a day and are forced to buy all their provisions of Sisson & Crocker, a firm which is only one of the inside wheels of the great monopoly. This firm charges from \$4 to \$6 a sack for rice which Shasta merchants sell for \$3 or \$3.50. The charges for other articles are in similar proportion. Naturally the Chinese rebelled and demanded \$1.25 a day and the privilege of buying supplies where they can get them the cheapest. As the Six Companies are said to back the strikers, the chances are that white hands will be put on the road.

SAYS an American contemporary—An absurd story was telegraphed from the East about a clever gang of thieves who successfully sawed through the deck of a steamboat and through the bottom of a chest, the property of a number of Chinamen, who were jealously guarding it, in order to get at the treasure it contained. It is quite evident that the reporter who worked up this story went on the assumption that "John" is a simple-minded, innocent fellow, extremely easy to overreach. By the time he attains the same intimate acquaintance with the ways of the Celestials that most people on this coast possess, he will not be so stupid as to cast a Chinaman in the role of a fool. Whatever may be his drawbacks, "John" is always competent to travel without a guardian.

THE latest noteworthy libel that has come under our notice was engraved on a tombstone. The case, which we extract from the *St. Louis Globe Democrat*, was as follows:—Philander Finley and Mart Beggs of Marshall brought suit against J. S. Potter and J. A. Tipping for libel in two cases. The suits were for \$3,000 in each case. The facts connected with the cases, as near as could be gathered, are as follows: Potter's son, with Finley and Beggs, went bathing in the Blackwater, a small creek south of the town, about one year ago, and young Potter lost his life by drowning. No one knows how it happened except Finley and Beggs. The boy's father accused Finley and Beggs of the murder of his son, but in no way could be proved on them. After the boy's body was recovered and buried properly Potter came to town and procured a tombstone from J. A. Tipping, and had him erect it over the grave of his son, bearing the following inscription:

"Drowned by Philander Finley and Mart Beggs." Finley and Beggs took exception to the above and brought suit as above stated. The jury returned a verdict against defendants for \$800 in the first case.

THE German Government is, we read, about to try to establish a sort of naval ambulance. It is proposed to send a complete hospital ship to accompany the Baltic squadron on its evolutionary cruise. A corvette has been fitted with cots, requisites for the sick and wounded, instruments, and operating tables. It is intended that in any future war the vessel shall accompany the fleet into action, carrying the Geneva flag. In order to distinguish her, she has been painted white with a red streak.

THE proposal of Pasteur, a skilful French chemist, to investigate the nature and origin of the cholera in Egypt, ought to lead to good results. Much is known of the nature of the disease, but any new light upon it would be of advantage to the entire civilized world. Smallpox was once a scourge more dreaded than cholera is to-day, but science has shorn it of nearly all its terrors. It may be that a few years will see some equally effective method of checking the ravages of the Asiatic cholera.

ANOTHER cricketing "best on record" is reported in the home papers received by last mail. In a match played between Thornbury (a well-known Gloucestershire club with which the celebrated Grace family have been closely identified for many years) and Newport, the first named team went first to the wicket, and retained possession the entire day with the following result:—Dr. E. M. Grace, 207 (not out); Mr. W. R. Gilbert, 20; Mr. J. Cranston, 110; Dr. W. G. Grace, 151 (not out); extras 26; total 514 runs for the loss of two wickets.

It is reported from Brescia that an attempt by three aeronauts to cross the Mediterranean to Algeria has failed. The three travellers were taken by the wind towards Corsica. The balloon descended in the water, and the aeronauts were nearly drowned. They threw out all their apparatus, provisions, &c., and afterwards rose again to 9,000 (?) feet. Then a violent wind drove them to Italy at a speed of ninety miles an hour. At nine o'clock on July 22nd they reached the Italian coast and came down safely at a Tuscan hamlet near Brescia. They were heartily welcomed by the inhabitants. The distance traversed was more than 1,200 miles.

A CORRESPONDENT—evidently an irate understrapper in the employ of the Government whose service record has been in some way or other affected by our recent strictures on the barefaced corruption which has been so long notorious in certain departments—sends us a long, abusive, and filthy letter which we regret is unfit for publication. This person indulges behind the shield of anonymity in some extraordinary threats, and takes a great deal of trouble to convince us that he is the impersonation of honesty and a man of undoubted personal courage. Very well. The letter we have consigned to the waste paper basket, and if the writer possesses the courage of his opinions, sufficiently to pay us a visit at this office, we promise to do our best to make that visit a memorable one.

THE latest freak of that useless and clumsy machine, which for lack of a more appropriate name is designated the Sanitary Board, has been in practically levying a tax on the labors of the night soil coolies of the Colony. A disgraceful "squeeze" would perhaps be the more correct expression. The result has been a strike amongst the coolies. This will explain why the usual visits of these useful servants of the public were not paid this morning. We hear that some amicable settlement of the difficulty has been arrived at; but as soon as we are placed in possession of full particulars of the entire business we shall deal with the matter at some length. In the meantime, as it is quite evident that the Sanitary Board as at present constituted has failed to satisfactorily answer the purposes for which it was originally established, we would suggest to Governor Bowen the advisability of avoiding further trouble to the community by the immediate abolition of what is simply an expensive nuisance.

CHINESE Gordon, says the *New York Herald*, is beyond question the best soldier in England, and one of the most heroic figures in Christendom. Together with the letter we publish an account of the Taiping rebellion, which Gordon suppressed in 1864; and when the reader has followed the record of his wonderful expedition, has seen him capture town after town with his force of 3,000 natives, has seen him drive the rebels before him until the black and yellow flag floated once more from the porcelain tower of Nankin, it will be understood that no foreigner living has a better right to speak of Chinese troops than Chinese Gordon. In his letter, which is terse as a military despatch, General Gordon gives us a very different idea of the Celestials and their strength from that which is commonly held in France. He believes that if properly drilled they could withstand any troops in the world. They carry little baggage. Their commissariat is of the simplest. They are as skilled as the Egyptians in digging trenches and building fortifications. They are careless of danger, and take their life in their hand without flinching. Moreover, their Government, like that of the United States, abstained from signing the Declaration of Paris, and, being thus in a position to use the services of privateers, they would not hesitate to obtain just the assistance which their naval inexperience demands. Then, again, General Gordon shows the difficulties which would beset a French army of invasion in China. For Russia, with her troops in Turkestan, and her ships at Vladivostok, it would be easy to enter and overrun the Empire. But for France, with her troops in Cochinchina and her ships no nearer than the Mediterranean, the advance would be hindered by a thousand obstacles. The ironclads which patrol the China seas would make their thunder heard before a landing was effected, and the march would work havoc with an army so far removed from the base of its supplies.

We understand that His Excellency the Governor will proceed to Shanghai in the Indo-China Co.'s steamer *Posang*, and not in the English mail steamer as previously announced.

THE Spanish steamer *Churrua* left the Kowloon Dock this morning, and the British schooner *Formosa* will unlock there to-morrow. The *Glennel* leaves the Cosmopolitan Dock this afternoon.

WE would remind correspondents that no notice can be taken of communications sent to this journal which are not properly authenticated. Several interesting letters have recently been withheld because the writers omitted to send their names and addresses. No exception can be made to our invariable rule.

RUSSIAN papers announce that several ancient gold articles, resembling in general character those found by Dr. Schliemann at Mycenae, have been discovered on the northern bank of the Amu Darya, the ancient Oxus, about two days' journey from Kodus. The intrinsic value of the things found is estimated at £750.

"Why do women so often wander aimlessly in the murky solitudes of the dead past, brooding over days forever gone?" asks a correspondent, and we give it up, unless it be that she hopes by ransacking the dead past to find that in the wardrobe of the aforesaid dead past she may find something to work up into a rag carpet.

THE experience of Naomi, the daughter of Enoch, should not be forgotten by young ladies who are in a hurry to settle down in the married state. It will be remembered that this jewel of a woman declared she would never marry until she found a perfect man, and it is on record that when she succeeded in unearthing this prodigy she had reached the ripe and respectable age of 580 years.

SAYS the *Burlington Hawkeye*:—The Mayor and Aldermen of Portland, Me., have just voted themselves free admission to all places of amusement and will "wear a badge of appropriate design" so they may be recognized by the doorkeeper. We would suggest the head of a hogon, a coffin plate as being extremely appropriate, under the circumstances. On perhaps, the whole hog would be still better.

We hear that the commission of French naval officers appointed to examine and report on the repairs to the machinery, &c., of the gun-vessel *Lutin*, lately executed by the Hongkong and Whampoa Dock Company, has expressed great satisfaction with the manner in which the work has been carried out. The speed obtained at the trial trip round the island on Wednesday was thoroughly satisfactory.

WE have received from Sir Walter Medhurst, the representative of the British North Borneo Company at this port, a copy of Governor Treacher's report on the territory for the half year ended 31st December, 1882. It gives us a great deal of useful and interesting information concerning the progress made in this new and prosperous colony, the particulars of which we shall doubtless find an opportunity of dealing with later on.

THE following, says the *Gazette*, are the charters effected in Amoy during the past fortnight:—*Gleed*, 11,500 peculs, Newchwang and Kobe 24 lay days, 12 cents per pecul; *Glennery*, 7,500 peculs, Nagasaki and Amoy, 18 lay days, \$300; *Anna Barba*, 11,500 peculs, Nagasaki and Amoy, 24 lay days, \$1,125; *Majenta*, 8,200 peculs, to Newchwang and back, 20 lay days, \$1,380; *Orient*, 11,500 peculs, 3 to 5 months, at \$1,000 per month; *Roderick Hay*, 7,000 peculs, Newchwang and back, 22 lay days, \$1,200; *Faugh Balough*, 6,000 peculs, Newchwang and back, 15 lay days, 17 cents per pecul.

## KELLAR AND CUNARD AT THE CITY HALL.

Messrs. Kellar and Cunard, the Royal Illusionists, give their farewell performance in the Theatre Royal, City Hall, last evening, in the presence of a fairly large house. The performance was given under the patronage of H. E. Major-General J. N. Sargent, C.B., Colonel Parnell, C.B., and the officers of "The Buffs." The military turned out in good force and appeared to be much pleased with the clever exhibition presented. In his sleight of hand tricks Mr. Kellar again showed himself to be an artist of the highest class, in fact, the emperor of all conjurers so far as deftness of touch and "humbug" are concerned. Out of the many startling tricks performed last night it would be extremely difficult to give any one the preference, as they were all performed in such a masterly manner. However, we certainly think the card trick with the skeleton star, and the instantaneous "bouquet production" the best of a very good lot. The automata were again exhibited and created much astonishment by their peculiar clever performances. Mr. Kellar had advertised that he would give an *exposé* of the "Cabinet mystery" at his farewell performance, and we must confess that it was thorough in every sense of the word. When the announcement was made that the secret of the Davenport Brothers' manifestations would be made public we were rather sceptical on the point, and were, to a certain extent, under the impression that Kellar's explanation of the "Cabinet" would be something like Haselmayer's *exposé* of his "goblin drum." Our fears were groundless. Kellar's word is his bond, and the explanation last night was so clear and lucid that the feeblest mind, even the minds which guide the evening and morning papers published in this colony, could grasp the gist of the lecturer's remarks, and depart with a clear idea of how it should be done, well knowing at the same time the difficulties of doing it in a way to pass muster before an audience on a public platform. The *exposé* of the cabinet trick brought to an end one of the best performances ever given within the walls of the City Hall, when Mr. Kellar, in a few well chosen words expressed his heartfelt thanks to the Hongkong audiences which

had so liberally and generously patronised the performances, more particularly the audience of last night who had had to put up with witnessing the failure of one of his best tricks. Mr. Kellar's speech was received with applause, which was well merited, for although a professional deceiver, he has about the least nonsense about him of any man we have ever met in the profession. Mr. Kellar's method of performing his illusions is so clean and deft that his exhibitions will compare favorably with any living exponent of the art oflegerdemain, whilst his stage address is far superior to that of any wizard we have come across in our travels. We understand that Messrs. Kellar and Cunard go to Japan for a short season, and we have much pleasure in wishing the talented illusionists every success wherever they pitch their tent.

## VICTORIA RECREATION CLUB.

AQUATIC SPORTS, 1883.

UMPIRES.—Mr. W. Hynes, Mr. H. J. H. Timp, Lieut. B. Holme, "The Buffs." STARTERS.—Mr. R. K. Leigh.

## FIRST DAY.

The above sports were commenced yesterday afternoon at the bath house in the presence of a large number of spectators. The contesting to arrive until the final event was concluded. The weather was not very favorable, being somewhat chilly, while the water was rather muddy from the heavy rains which fell during the morning. The current running outside was very strong, and in the long race told severely on the whole of the four competitors, two of them only covering the entire distance. The hurdle race, handicap, and boys' race, also a handicap, were the best contested events of the day and resulted in very close finishes. The duck hunt was an utter failure, and might probably be left out of future programmes. Below will be found the results of the various events.

1.—DIVING FOR OBJECTS.—1st Prize, value \$100 and Prize, value \$5.

H. H. Read..... 1

W. Wilson..... 2

2.—H. Sampson, S. Cope, H. Schlund and Captain Barclay also competed. Read, who stayed 45 seconds under water, brought up 8 of the cups, Wilson and Sampson being for second place with 7 each. In the second try Wilson brought up four and secured the second prize, Sampson only finding one of the objects.

3.—SHORT RACE (a length). Open.—1st Prize, value \$10 and Prize, value \$5.

C. S. Buff..... 1

G. Grimbé..... 2

C. A. Cornish, H. Schlund, H. Sampson and Captain Barclay also competed. A good start was effected, the whole of the competitors taking the water simultaneously. Buff was the first to make the turn, being closely followed by Grimbé, who hunted him home the whole of the way, and although unable to quite get up, was beaten by only a length. Captain Barclay was a fair third, Cornish coming in fourth. The time for the 80 yards was 67½ seconds, which may be considered a fairly good performance.

4.—HEAD-UP FROM STAGE.—1st Prize, value \$10 and Prize, value \$5.

S. Cope..... 1

W. Wilson..... 2

Cornish and Read also took part in the above event, the former showing poor form, while the latter "funkt" in an outrageous manner, shivering and shaking on the top of the stage like a mangy dog after a razor cutting exploit and finally coming down a few steps before he went off. Read made a very clean dive from the lower height and was induced to try again from the top when he performed so exceedingly well that he was looked upon as likely to take the second prize. However, in his final attempt, he again succumbed to "funk" and made a wretched splash. Cope dived in excellent form and won with ease, while Wilson showed fairly good form.

5.—LONG RACE (Round the Red Buoy and back). (Handicap).—1st Prize, value \$10; and Prize, value \$5.

Captain Barclay, (scratch)..... 1

W. Wilson (30 secs. start)..... 2

S. Cope, scratch, and H. Schlund, 40 secs. start, also competed. Previous to the race being started Captain Barclay had a "feeler" at the tide, which doubtless was of much service to him as he was the only one of the four who steered anything like a systematic course. From the start it was plain that Barclay would win, and it looked very doubtful if either of the others would get round the mark. Wilson, after a hard struggle, managed to get over the distance and secured second place, the other two coming back without rounding the buoy.

6.—RUNNING HEAD-UP FROM CROSS SPRING BOARD.—1st Prize, value \$10; and Prize, value \$5.

G. Grimbé..... 1

Lieut. D'Aeth..... 2

Grimbé and D'Aeth were equal in points at the end of the third attempt and had to go once more from the board to settle the question of superiority, the decision being in favor of Grimbé. A. D. Machado, Captain Barclay and C. Cornish, the other competitors, were never in the hunt, their "head-up" being anything but gracefully executed.

7.—HURDLE RACE. (Handicap) 2 lengths.—1st Prize, value \$10; and Prize, value \$5.

Captain Barclay, 10 secs. start..... 1

S. Cope, 30 secs. start..... 2

The handicapping in the above event was very even, and produced a good finish. Cope was rather slow in taking the water at the word "go," and that disadvantage lost him the race as he was only beaten in the last few strokes. From the start Captain Barclay began to make up his leeway and gradually overhauled Cope, getting up at the last hurdle and winning by less than a yard. Barclay, scratch, being about the same distance behind Cope. G. Grimbé, scratch, A. D. Machado and H. H. Read, 15 secs. start, also competed, and were close up at finish.

8.—DUCK HUNT.—Prize, value \$10.

Won by..... G. Grimbé.

The above affair was a sorry exhibition. Grimbé got into the water and was pursued by Captain Barclay and H. H. Read in a point, for the space of about five minutes, in a very clumsy style without their being able to lay clutches on the duck. Everybody second placed when the duck hunt came to an end.

9.—BOYS' RACE. (a length). (Handicap).—1st Prize, value \$10; and Prize, value \$5.

J. Lammer, scratch..... 1

J. Williams, scratch..... 2

G. Aiken, 10 secs.; C. Aiken, 15 secs.; B. Grimbé, 15 secs.; and P. A. Sampson, 10 secs. start, also competed. This was by far the best contested race of the day, the result being in doubt until the very last stroke. The whole of the youngsters swam in good style, but we think the bigger boys had a little bit the best of the handicapping. The boys' race brought an excellent afternoon's sport to a close. The second half of the programme will be put through this afternoon, when some capital sport may be anticipated.



# The Hongkong Telegraph.

No. 497.

FRIDAY, AUGUST 31, 1883.

SIX DOLLARS PER QUARTER.

## For Sale.

### JUST TO HAND.

CHUBB'S PAPER AND CASH BOXES.  
SAFES, LOCKS & DESPATCH BOXES.

NEW COFFEE MACHINES.

FOOD WARMERS.

TODDY KETTLES.

NEW TOBACCO.

GOLDEN CLOUD.

BIRDSEYE.

SMOKING MIXTURE.

CARBOLIC DISINFECTING POWDER  
IN SMALL DREDGERS.

INDIA-RUBBER-SEA-BOOTS.

NEW BOOKS.

THE LATEST MUSIC.

LANE, CRAWFORD & Co.

Hongkong, 18th August, 1883. [340]

## Insurances.

THE MANCHESTER UNDERWRITERS' ASSOCIATION, LIMITED.

THE Underwritten having been appointed AGENTS of the above Company are prepared to Grant Policies on MARINE RISKS to all parts of the World at CURRENT RATES, allowing an immediate cash discount of 25 per cent.

HOLLIDAY, WISE & Co.

Hongkong, 13th July, 1883. [560]

THE Underwritten have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881.

RECORD OF AMERICAN and FOREIGN SHIPPING.

Agents, ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [470]

## GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000, EQUAL \$833,333-33-33.

RESERVE FUND.....\$70,858-27.

## BOARD OF DIRECTORS.

LEE SING, Esq., [LEE YAT LAU, Esq.,  
LO YEOK MOON, Esq., [CHU CHIK NUNG, Esq.,

## MANAGER.—HO AMEI.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 1st September, 1882. [501]

## NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES ON GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

## HEAD OFFICE.

No. 8, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [106]

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000-00-00.

PERMANENT RESERVE.....Tls. 230,000-00-00.

SPECIAL RESERVE FUND.....Tls. 318,235-56.

TOTAL CAPITAL and Accumulations, 31st March, 1883.....Tls. 968,235-56.

## DIRECTORS.

F. D. HITCH, Esq., Chairman.

C. LUCAS, Esq., [Wm. MEYERINK, Esq.,  
A. J. M. INVERARITY, Esq., [G. H. WHEELER, Esq.,

## HEAD OFFICE.—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

## LONDON BRANCH.

Messrs. BARKING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World. Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the gross paid by them.

RUSSELL & Co., Agents.

Hongkong, 25th May, 1883. [83]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributed during the half-year ended June 30th, 1883, on or before September 15th next, on which date the Accounts will be CLOSED.

By Order of the Board of Directors, D. GILLIES, Secretary.

Hongkong 20th August, 1883. [653]

## Notices of Firms.

### NOTICE.

THE Underwritten have this day taken Mr. RAPHAEL AARON GUBBY into CO-PARTNERSHIP with me in my Business. The Business will henceforth be carried on under the style or Firm of "COHEN & GUBBY."

A. S. COHEN.  
Hongkong, 1st August, 1883. [608]

### NOTICE.

FROM this date Messrs. RUSSELL & Co. will conduct our Business at this Port, and all Communications should be addressed to them. Messrs. RUSSELL & Co. will also act as Agents at this Port for our line of Steamers.

GEO. R. STEVENS & Co.  
Hongkong, 1st August, 1883. [606]

## Intimations.

DOUGLAS STEAMSHIP COMPANY LIMITED.

### NOTICE.

THE List of Applications for SHARES in the above Company will be CLOSED TO-MORROW, the 1st September, at NOON.

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 29th August, 1883. [663]

## HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the CLUB will be held in the PAVILION on THURSDAY, the 6th September, at 5.30 P.M. BUSINESS.—To receive the Report and Accounts for last season; to elect a Committee and Hon. Sec. for 1883-4; and to discuss additions to the Rules and any other Business that may come before the Meeting. Gentlemen desirous of becoming Members will please send their Names, together with those of their Proposer and Second, to the Hon. Sec. H.K.C.C., addressed to the Club.

W. DE ST. CROIX, Hon. Sec. 1882-3.

Hongkong, 28th August, 1883. [661]

### INTIMATION.

SIGNOR ANTONIO CATTANEO, of the CONSERVATOIRE DE BERGAMO and late of the ROYAL ITALIAN OPERA COMPANY has the honor to inform the community that he has arranged to remain in Hongkong, and will give lessons in Music, Singing and the Pianoforte. CHARGES STRICTLY MODERATE.

Address—Messrs. KELLY & WALSH, Queen's Road.

Hongkong, 1st March, 1883. [168]

### NOTICE.

HE CHUNG, SHIP'S PLUMBER, BLACK-SMITH, &c., has REMOVED from No. 35, Queen's Road East, to No. 6, Peel Street, close to No. 120, Queen's Road Central.

Hongkong, 4th August, 1883. [620]

"CLARIDGE'S HOTEL," BROOK STREET, LONDON, W.

THE above is a Commodious and Suitable HOTEL for FAMILIES and GENTLEMEN going home from the Far East. It is under the direct able Management of Mr. and Mrs. GEORGE PRAGNELL who spare no pains in providing their visitors with every possible comfort. TERMS, MODERATE.

ROYAL YORK HOTEL, OLD STEYNE, BRIGHTON, ENGLAND.

THE above HOTEL is Centrally situated, with Suitable Rooms and ample accommodation for travellers, especially those coming from Eastern Climates. FAMILIES and GENTLEMEN will find every comfort they can wish for at the above establishment, at STRICTLY MODERATE CHARGES.

A. HOADLY, Proprietor.

503]

### A CARD.

PRIVATE BOARD AND LODGING can be obtained for SINGLE GENTLEMAN OR MARRIED COUPLES AT

No. 6, QUEEN'S ROAD EAST.

Next Door to the Temperance Hall.

Terms Moderate.

Hongkong, 10th July, 1883. [552]

MR. MOORE begs to recommend his GOGO SHAMPOO WASH to the public as unrivalled by any preparation ever produced for promoting the growth to the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are never found bald, and it is quite common to see the females with hair from 5 to 6 feet long. By constantly using this Shampoo Wash as directed, you will NEVER BE BALD.

The proprietor offers the Wash to the public entirely confident that by its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it allays the itching and fever of the scalp, which is the great cause of people losing their hair.

Mr. MOORE has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

FOR SALE ONLY BY MOORE & Co., VARIETY STORE.

Queen's Road Central.

Hongkong, 25th January, 1883. [589]

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSEAR & SONS' MERCHANT NAVY BOILER LOND FLAX CROWN

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [169]

F. D. GUEDES.

WINE MERCHANT AND GENERAL COMMISSION AGENT.

No. 5, D'AGUIAR STREET.

HAS always on hand a large assortment of CHOICE WINES of the best quality, at Moderate Prices.

Hongkong, 2nd October, 1882. [663]

## Intimations.

### "NOVELTY STORE," MARINE HOUSE, QUEEN'S ROAD.

THE FOLLOWING BOOKS HAVE BEEN RECEIVED.

BEETON'S Handbook of Needlework.

Ready Reckoner.

All about Gardening.

English Woman's Cookery Book.

Pouchet's The Universe.

Tissandier's Scientific Recreations.

Mitford's Tales of Old Japan.

Bagehot's Economical Studies.

Figuer's The Human Race.

Perry's Practical Mechanics.

Shore's Some Difficulties of Belief.

Creswell's Handrailings and Staircases.

Dresser's Principle of Decorative Designs.

Elwe's Animal Drawings.

Hongkong, 24th August, 1883.

Figuer's The World before the Deluge.

The Ocean World.

Carmichael's Handbook on Water-colour Drawings.

The Miniature Book of Golden Truths.

The Child's Miniature Daily Text Book.

The Miniature Shakespeare Gem Book and Journal for Birthdays.

The Lying Record or Poetic Remembrancer.

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# The Hongkong Telegraph.

No. 497.

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SIX DOLLARS  
PER QUARTER.

## For Sale.

### JUST TO HAND.

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SAFES, LOCKS & DESPATCH BOXES.  
NEW COFFEE MACHINES.

FOOD WARMERS.  
TODDY KETTLES.  
NEW TOBACCO.

GOLDEN CLOUD.

BIRDSEYE.

SMOKING MIXTURE.

CARBOLIC DISINFECTING POWDER

IN SMALL DREDGERS.

INDIA RUBBER SEA-BOOTS.

NEW BOOKS.

THE LATEST MUSIC.  
LANE, CRAWFORD & Co.

Hongkong, 18th August, 1883. [340]

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HOLLIDAY, WISE & Co.

Hongkong, 13th July, 1883. [560]

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Hongkong, 15th June, 1881.

RECORD OF AMERICAN and FOREIGN SHIPPING.

Agents, ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [470]

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RESERVE FUND.....\$70,858-27.

BOARD OF DIRECTORS.

LEE SING, Esq., LEE YAT LAU, Esq.,  
LO YOK MOON, Esq., CHU CHIK NUNG, Esq.

MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST,  
Hongkong, 1st September, 1882. [601]

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WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 8, QUEEN'S ROAD WEST,  
Hongkong, 1st February, 1882. [100]

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 450,000-00  
PERMANENT RESERVE.....Tls. 250,000-00  
SPECIAL RESERVE FUND.....Tls. 318,235-16

TOTAL CAPITAL and ACCUMULATIONS, 31st March, 1883.....Tls. 968,235-16

DIRECTORS.

F. D. HITCH, Esq., Chairman.  
C. LUCAS, Esq., Wm. MEYERER, Esq.,  
A. J. M. INVERARITY, Esq., G. H. WHELAN, Esq.

HEAD OFFICE—SHANGHAI.  
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.  
Messrs. BARRING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent,  
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the Underwriting Business are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.

RUSSELL & Co., Agents.

Hongkong, 25th May, 1883. [83]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributed during the half-year ended June 30th, 1883, on or before September 15th next, on which date the Accounts will be CLOSED.

By Order of the Board of Directors,  
D. GILLIES, Secretary.

Hongkong 20th August, 1883. [653]

## Notices of Firms.

### NOTICE.

I THE Undersigned, have this day taken Mr. RAPHAEL AARON GUBBAY into CO-PARTNERSHIP with me in my Business. The Business will henceforth be carried on under the style or Firm of "COHEN & GUBBAY."

A. S. COHEN.  
Hongkong, 1st August, 1883. [608]

### NOTICE.

FROM this date Messrs. RUSSELL & Co. will conduct our Business at this Port, and all Communications should be addressed to them. Messrs. RUSSELL & Co. will also act as Agents at this Port for our line of Steamers.

GEO. R. STEVENS & Co.  
Hongkong, 1st August, 1883. [606]

## Intimations.

DOUGLAS STEAMSHIP COMPANY LIMITED.

### NOTICE.

THE List of Applications for SHARES in the above Company will be CLOSED TOMORROW, the 1st September, at NOON.

DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 29th August, 1883. [663]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the CLUB will be held in the PAVILION on THURSDAY, the 6th September, at 5.30 P.M. Business:—To receive the Report and Accounts for last season; to elect a Committee and Hon. Sec. for 1883-4; and to discuss some additions to the Rules and any other Business that may come before the Meeting. Gentlemen desirous of becoming Members will please send their Names, together with those of their Proposer and Second, to the Hon. Sec. H.K.C.C., addressed to the Club.

W. DE ST. CROIX, Hon. Sec. 1882-3.

Hongkong, 28th August, 1883. [661]

### INTIMATION.

SIGNOR ANTONIO CATTANEO, of the CONSERVATOIRE DE BERGAMO and late of the ROYAL ITALIAN OPERA COMPANY—has the honor to inform the community that he has arranged to remain in Hongkong, and will give lessons in Music, Singing, and the Pianoforte. CHARGES STRICTLY MODERATE.

Address—Messrs. KELLY & WALSH, Queen's Road.

Hongkong, 1st March, 1883. [168]

### NOTICE.

HE CHUNG, SHIP'S PLUMBER, BLACKSMITH, &c., has REMOVED from No. 35, Queen's Road East, to No. 6, Peel Street, close to No. 120, Queen's Road Central.

Hongkong, 4th August, 1883. [620]

"CLARIDGE'S HOTEL,"  
BROOK STREET, LONDON, W.

THE above is a Commodious and Suitable HOTEL for FAMILIES and GENTLEMEN going home from the Far East. It is under the direct able Management of Mr. and Mrs. GEORGE PRAGNELL who spare no pains in providing their visitors with every possible comfort. TERMS, MODERATE.

ROYAL YORK HOTEL,  
OLD STEVE, BRIGHTON, ENGLAND.

THE above HOTEL is Centrally situated, with Suitable Rooms and ample accommodation for travellers, especially those coming from Eastern Climates. FAMILIES and GENTLEMEN will find every comfort they can wish for at the above establishment, at STRICTLY MODERATE CHARGES.

A. HOADLY, Proprietor.

### A CARD.

PRIVATE BOARD AND LODGING can be obtained for SINGLE GENTLEMAN OR MARRIED COUPLES AT

No. 6, QUEEN'S ROAD EAST.  
Next Door to the Temperance Hall.

Terms Moderate.

Hongkong, 10th July, 1883. [552]

MR. MOORE begs to recommend his GOGO SHAMPOO WASH to the public as unrivalled by any preparation ever produced for promoting the growth to the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are never found bald, and it is quite common to see the females with hair from 5 to 6 feet long. By constantly using this Shampoo Wash as directed, you will NEVER BE BALD.

The proprietor offers the wash to the public entirely confident that its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it allays the itching and fever of the scalp, which is the great cause of people losing their hair.

Mr. MOORE has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

FOR SALE ONLY BY MOORE & Co.,  
Queen's Road Central.

Hongkong, 25th January, 1883. [589]

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAIR & SONS' MERCHANT NAVY

NAVY BOILED LOW FLAX CROWN

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [469]

### F. D. GUEDES.

WINE MERCHANT AND GENERAL COMMISSION AGENT.

No. 5, D'AGUIAR STREET.

HAS always on hand a large assortment of CHOICE WINES of the best quality, at Moderate Prices.

Hongkong, 2nd October, 1882. [603]

## Intimations.

### "NOVELTY STORE," MARINE HOUSE, QUEEN'S ROAD.

THE FOLLOWING BOOKS HAVE BEEN RECEIVED.

BEETON'S Handbook of Needlework.  
" Ready Reckoner.  
" All about Gardening.  
" English Woman's Cookery Book.  
Fouchet's The Universe.  
Tissandier's Scientific Recreations.  
Milford's Tales of Old Japan.  
Bagehot's Economical Studies.  
Figuier's The Human Race.  
Perry's Practical Mechanics.  
Shore's Some Difficulties of Belief.  
Creswell's Handrailings and Staircasing.  
Dresser's Principle of Decorative Designs.  
Elze's Animal Drawings.  
Hongkong, 24th August, 1883. [28]

### SAYLE & CO.

FURNISHING DEPARTMENT.

WE have just received from our SHANGHAI CABINET FACTORY a SAMPLE SUITE of BEDROOM FURNITURE Rich in design.  
Any Article of FURNITURE made to order in MAHOGANY, BIRCH, ASH or WALNUT—at less than Home Prices.

DESIGN BOOKS and Estimates on application.  
We are also Showing the VIENNA BENTWOOD FURNITURE, very strong and durable.  
WALNUT and EBONIZED BRACKETS in great variety.  
VENETIAN and OVAL MIRRORS  
A large stock of BRASS and IRON BEDSTEADS in every size always on hand.  
IRON SWING BASSINETTES and COTS for Children in every size.  
The Excelsior Patent Chain SPRING MATTRESS in every size (the Best Spring Mattress extant).  
New Designs in LACE CURTAINS 3, 4, 4½, 5 yards long.  
Single and Double PERAMBULATORS Specially adapted for this Colony.

SAYLE & CO.,  
VICTORIA EXCHANGE, HONGKONG.

Hongkong, 6th August, 1883. [249]

### KELLY & WALSH

HAVE JUST RECEIVED

5000 NUMBERS OF THE SEA SIDE AND FRANKLIN SQUARE LIBRARIES.

TWENTY-FIVE CENTS EACH.

John Inglesant.....J. H. Shorthouse.....Robert Falconer.....George Macdonald.  
Vice-Versa.....F. Anstey.....Nancy.....Rhoda Broughton.  
Yoland.....William Black.....All Sorts and Conditions of Men, Besant & Rice.  
Like Ships upon the Sea.....Eleanor Trollope.....The Tenant of Wildfell Hall.....Anne Brontë.  
Side Lights of English Society.....G. Murray.....The Beautiful Wretch.....Wm. Black.  
Experiences of a Barrister's Life.....S. Ballantyne.....Shandon Bells.....do.  
Wanda.....A. Leacock.....Thomas Hardy.  
The Wreck of the Grosvenor.....W. Clarke Russell.....So they were married.....Besant & Rice.  
Ready Money Mortiboy.....Besant & Rice.....Donna Quixote.....Justin McCarthy.  
The Golden Butterfly.....do.....The Chaplain of the Fleet.....Besant & Rice.  
Alton Locke.....Chas. Kingsley.....Life and Adventures of Peter Wilkins.....do.  
Under two Flags.....Quida.....Reminiscences of Thomas Carlyle.....J. A. Froude.  
Cherry Ripe.....Helen Mathers.....Endymion.....Lord Beaconsfield.  
Not wisely but too well.....Rhoda Broughton.....A History of our own Times.....Justin McCarthy.  
Adam Bede.....George Eliot.....Grandmother's Money.....F. W. Robinson.  
Romola.....do.....East Lynne.....Mrs. Henry Wood.  
Felix Holt the Radical.....do.....The Channings.....Mrs. Henry Wood.  
Daniel Deronda.....do.....Life of Christ (2 parts).....Dr. Giekie.  
The Mill on the Floss.....do.....Life of St. Paul (2 parts).....Canon Farrar.  
John Halifax, Gentleman.....Miss Muloch.....The Small House at Allington.....Anthony Trollope.  
Rhona.....Mrs. Forester.....An Ocean Free Lance.....W. Clark Russell.  
John Marchmont's Legacy.....Miss Braddon.....No Intentions.....Florence Marryat.  
Lorna Doone.....R. D. Blackmore.....Christowell.....R. D. Blackmore.  
Heir of Redcliffe.....Miss Yonge.....The Comet of a Season.....Justin McCarthy.  
Romance of 19th Century.....W. H. Mallock.....Man and Wife.....Wilkie Collins.  
Jane Eyre.....Charlotte Brontë.....Mary Marston.....George Macdonald.  
Puck.....Quida.....Life of Christ.....Canon Farrar.  
Vanity Fair.....W. M. Thackeray.....By Proxy.....James Payn.  
Henry Esmond.....do.....European Slave Life.....F. W. Hacklander.  
Handy Andy.....Samuel Lover.....

ALL THE BEST NOVELS OF ALL THE BEST WRITERS.

COMPLETE LISTS MAY BE HAD ON APPLICATION.

KELLY & WALSH—HONGKONG.

Hongkong, 20th August, 1883. [560]

### W. BREWER.

HAS JUST RECEIVED.

NEW PORCELAIN MENU AND NAME STANDS.  
MOWHAWK MINTREL SONG BOOKS.  
NEW ENGINEERING AND NAUTICAL WORKS.  
SENNETT'S THE MARINE STEAM ENGINE.  
DONALDSON'S ROYAL SKETCHING.  
ENGINEERS' PRIVATE LOG BOOKS.  
MACGREGOR'S ENGINEERS' ALMANACK.  
SMITH'S TABLES AND MEMORANDA.

SPONS.  
REED'S ENGINEERS' GUIDE, NEW ED.  
BERGEN'S  
WILSON ON STEAM BOILERS.

SEXTON'S BOILER MAKERS' POCKET BOOK.  
MOLESWORTH'S ENGINEERS' POCKET BOOK.

BURGH'S  
HASWELL'S  
BALE'S SAW MILLS, THEIR MANAGEMENT, &c.  
LECKIE'S WRINKLES IN PRACTICAL NAVIGATION.  
REED'S GUIDE TO THE MARINE BOARD.

AZUMUTH'S TABLES, WEATHER FORECASTS, SAILOR'S POCKET BOOK.  
NEW CHARTS of Tongking, Hainan Straits, and Sulu Archipelago.  
VARIATION CHART OF THE WORLD.

NEW WALTZES.  
MY QUEEN, BROSE DE NUITS, MESSENGER OF LOVE, &c.

W. BREWER,  
QUEEN'S ROAD.

Hongkong, 10th August, 1883. [703]

WILLIAM SCHMIDT & CO. GUNMAKERS & AMMUNITION DEALERS,  
BEAUFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand.

CHS. J. GAUPP & CO. CHRONOMETER, WATCH, AND CLOCK-MAKERS,  
JEWELLERS, SILVER-SMITHS, AND OPTICIANS.  
CHARTS AND BOOKS.  
SOLE AGENTS  
for Louis Audemars' Watches; awarded the highest Prices at every Exhibition; and for Volkmann and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPYGLASSES.

No. 38, QUEEN'S ROAD CENTRAL. [478]

## Shipping.

### STEAMERS.

#### UNION LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"EUPHRATES,"  
Captain Mitchell, will be despatched for the above Port, on or about TUESDAY, the 4th September.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, 30th August, 1883. [664]

#### UNION LINE.

FOR YOKOHAMA.

THE Steamship

"SELEMBRIA,"  
Captain Fowler, due, on or about the 4th September, will have immediate despatch for the above Port.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, 30th August, 1883. [665]

GEO. R. STEVENS & Co.'s LINE.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND and TASMANIAN PORTS, NEW CALEDONIA and FIJI.)

THE Steamship

"SUEZ,"  
Captain Ainslie, will be despatched as above, on SATURDAY, the 8th September, at FIVE P.M.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, 16th August, 1883. [644]

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

THE Steamship

"EUROPE,"  
Valladier, Commander, will sail on or about the 24th September, for MARSEILLES, VIA SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ, and with leave to call at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, by which through freight may be booked.

The Company has a Forwarding Agency at Paris, 9, Rue de Rougemont, giving special facilities to Shippers.

Each Steamer carries a Surgeon and Stewardess.

The Line is noted for its Cuisine and Beer and Table Wines are included in the Passage Money.

RETURN TICKETS are now granted by the Steamers of this line available for 6 or 12 months to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued to the date of re-embarkation there of the Holder of the Ticket.

Special rates are arranged for families.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 27th August, 1883. [659]

### SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. American Ship

"PAUL JONES,"  
Genish, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 30th August, 1883. [666]

FOR NEW YORK.

THE 3/3 L. I. American Ship

"SOUTHERN CROSS,"  
Bailey, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 30th August, 1883. [667]

FOR NEW YORK.

THE 3/3 L. I. British Ship

"G. C. TRUFANT,"  
Thomas, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 14th July, 1883. [563]

### Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"ARRATON APCAR,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Underwriter for Countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge or remaining on board after the 6th September will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed that any claims must be made immediately, as none will be entertained after the 8th September.

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 30th August, 1883. [668]

## Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"COPTIC,"  
will be despatched for San Francisco, via Yokohama, TO-MORROW, the 1st September, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 per cent. from Return Fare; if re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent. from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company No. 50A, Queen's Road Central.